

Claims

WHAT IS CLAIMED IS:

1. - 19. (canceled)
20. (new) A convertible vehicle comprising:
 - a carbody;
 - a foldaway top connected to the carbody so as to fold from a closed position into an open position and back;
 - a top compartment adapted to receive the foldaway top when folded into the open position;
 - a top compartment lid for closing the top compartment, wherein the top compartment lid extends within a rear carbody contour of the carbody;
 - a hinge device connected to the carbody and to a rear end of the top compartment lid so that the top compartment lid is pivotable relative to the carbody;
 - the hinge device comprising a support part and being pivotable relative to the support part;
 - the foldaway top having a lateral top cloth side rail;
 - the top compartment lid having a front end adapted to interact relative to the foldaway top with at least one locking device provided in the area of the lateral top cloth side rail, wherein the top compartment lid is lockable on the top cloth side rail by a push-pivot movement and is released by a movement carried out in reverse;
 - at least one lifting drive acting on the top compartment lid and pivotably connected with a first end to the top compartment lid at a spacing from the hinge device and pivotably connected with a second end on the carbody;
 - wherein a lifting force that is introduced by the at least one lifting drive into the top compartment lid is transferred directly into an actuation of hinge parts of the hinge device in the area of the hinge device pivotable relative to the support part.
21. (new) The convertible vehicle according to claim 20, wherein the top comprises a rear window integrated into a top cloth of the top, wherein the rear window is

adapted to be placed onto the top compartment lid interacting with the at least one locking device and the at least one lifting drive.

22. (new) The convertible vehicle according to claim 21, wherein the rear window comprises a connection to the top cloth side rail which connection is effective when the top cloth side rail is moved.

23. (new) The convertible vehicle according to claim 21, wherein the at least one lifting drive imparts onto the rear window resting on the top cloth side rail a tensioning force ensuring seal-tightness.

24. (new) The convertible vehicle according to claim 20, wherein the top compartment lid and the support part are pivotable together and relative to one another.

25. (new) The convertible vehicle according to claim 20, further comprising an actuator having a first end pivotably connected to the at least one lifting drive and a second end connected to the top compartment lid.

26. (new) The convertible vehicle according to claim 25, wherein the top compartment lid is movable on a movement path that is determined substantially by the actuator and the support part of the hinge device.

27. (new) The convertible vehicle according to claim 25, wherein the actuator and the hinge device together define a guide unit comprising at least three hinges arranged in serial configuration, wherein a first one of the hinges connects the at least one lifting drive to the actuator, a second one of the hinges connects the top compartment lid to the support part of the hinge device, and a third one of hinges provides a pivoting support of the support part of the hinge device on the carbody.

28. (new) The convertible vehicle according to claim 27, wherein the serial configuration comprises additional hinges in addition to the first, second and third hinges and all of the hinges define partial movement paths of a hinge kinematics of the top compartment lid.

29. (new) The convertible vehicle according to claim 27, wherein the guide unit interacts synchronously with movable parts of the at least one locking device at least during

some phases of an opening movement or closing movement of the top compartment lid.

30. (new) The convertible vehicle according to claim 25, wherein the at least one lifting drive has a first end connected to the actuator and a second end remote from the actuator, wherein the second end is pivotably supported.

31. (new) The convertible vehicle according to claim 25, wherein the at least one lifting drive is a hydraulic cylinder that is pivotably connected to the actuator, wherein the actuator is a lever arm having a distal end remote from the hydraulic cylinder and the distal end is stationarily connected to an underside of the top compartment lid.

32. (new) The convertible vehicle according to claim 31, wherein the lever arm is connected to the underside in an area between the at least one locking device and the hinge device.

33. (new) The convertible vehicle according to claim 32, wherein the support part of the hinge device is an L-shaped pivot lever that pivotably supports the top compartment lid, wherein the L-shaped pivot lever in an opening phase of the top compartment lid is movable against a stop and in a closing phase of the top compartment lid is pivoted away from the stop.

34. (new) The convertible vehicle according to claim 20, wherein the at least one lifting drive having a lifting axis comprises a hinge connection that is connected in a lower rear area of the carbody and enables pivoting of a vertical support axis.

35. (new) The convertible vehicle according to claim 20, wherein the at least one lifting drive is pivotable parallel to a longitudinal center axis of the convertible vehicle.

36. (new) The convertible vehicle according to claim 20, wherein upon actuation of the at least one lifting drive two movement phases passing substantially continuously into one another are imparted onto the top compartment lid.

37. (new) The convertible vehicle according to claim 20, wherein a movement of the top compartment lid in the area of the at least one locking device is effective, at least over phases thereof, as a push movement for locking or unlocking the at least one locking device.

38. (new) The convertible vehicle according to claim 20, wherein the at least one locking device is comprised of two modules each comprising an abutment and a catch hook, wherein a first one of the two modules provides a connection to the top cloth side rail and a second one of two modules provides a connection to the vehicle carbody.

39. (new) The convertible vehicle according to claim 38, wherein the abutments are slide guides, respectively, in which the catch hooks are guided during a pushing phase of the push-pivot movement.

40. (new) The convertible vehicle according to claim 38, wherein the two modules each are provided with at least one tactile sensor for detecting a position of the catch hook.

41. (new) The convertible vehicle according to claim 38, wherein the abutment has adjustable guide paths in the area of the slide guide.